

# REPORT ON OIL ENGINE MACHINERY.

No. 12429

Received at London Office - 9 MAY 1932  
Port of GENOA.  
Date, First Survey APRIL 15, 1931 Last Survey APRIL 15, 1932  
Number of Visits 65

When handed in at Local Office 30-4-32  
Survey held at TURIN.  
Screw vessel "R. L. HAGUE".  
By whom built CANTIERI RIUNITI DELL'ADRIATICO. Yard No. 249. When built 1932.  
By whom made FIAT. STABILIMENTO GRANDI MOTORI. Engine No. When made 1932.  
Boiler No. When made  
Owners: BAATISCH-AMERIK, PETROLEUM, IMPORT. G.M.B.H. Port belonging to  
Horse Power 4500 TOTAL. Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted YES.  
Grade for which vessel is intended OIL TANKER.

**ENGINES, &c.** Type of Engines FIAT. SOLID INJECTION L.S. 606. 2 or 4 stroke cycle 2. Single or double acting SINGLE.  
Maximum pressure in cylinders 49 Kgs. Cm<sup>2</sup>. Diameter of cylinders 600 mm. Length of stroke 1100 mm. No. of cylinders 6. No. of cranks 6.  
Distance between bearings, adjacent to the Crank, measured from inner edge to inner edge 820 mm. Is there a bearing between each crank YES.

Revolutions per minute 120. Flywheel dia. 2560 mm. Weight 7600 Kgs. Means of ignition COMPRESSION Kind of fuel used DIESEL OIL.  
Crank Shaft, dia. of journals as per Rule 377 mm. Crank pin dia. 400 mm. Crank Webs Mid. length breadth 550 mm. Thickness parallel to axis  
as fitted 400 mm. Mid. length thickness 225 mm. shrunk Thickness around eye hole

Flywheel Shaft, diameter as per Rule 377 mm. Intermediate Shafts, diameter as per Rule 274 mm. Thrust Shaft, diameter at collars as per Rule 287 mm.  
as fitted 400 mm. as fitted Is the tube shaft fitted with a continuous liner

Propeller Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner  
as fitted Thickness between bushes as per rule Is the after end of the liner made watertight in the  
as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Propeller boss the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive  
If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube  
If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet  
Method of reversing Engines DIRECT. Is a governor or other arrangement fitted to prevent racing of the engine when detached YES. Means of lubrication  
FORCED. Thickness of cylinder liners 53.5 mm. Are the cylinders fitted with safety valves YES. Are the exhaust pipes and silencers water cooled or lagged with  
insulating material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Boiling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
Lubricating Oil Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work  
Pumps connected to the Main Bilge Line No. and Size How driven Lubricating Oil Pumps, including Spare Pump, No. and size

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size  
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
Pumps, No. and size:—In Machinery Spaces In Pump Room  
Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size  
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces  
located from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges  
Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks  
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line  
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

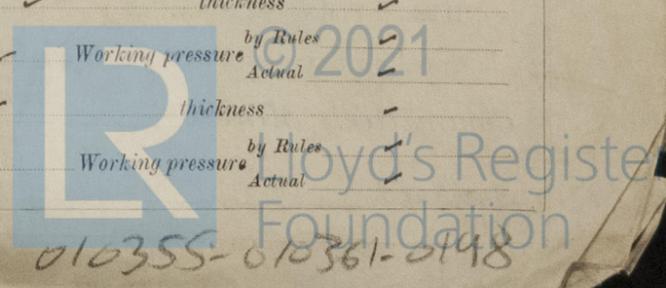
What pipes pass through the bunkers How are they protected  
What pipes pass through the deep tanks Have they been tested as per Rule  
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
Is the arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one  
compartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork  
Main Air Compressors, No. No. of stages Diameters Stroke Driven by  
Auxiliary Air Compressors, No. ONE. No. of stages 2. Diameters 3107 2707 Stroke 350 mm. Driven by ELECTRIC MOTOR.

Small Auxiliary Air Compressors, No. ONE. No. of stages 2. Diameters 1807 1607 Stroke 160 mm. Driven by ELECTRIC MOTOR.  
Scavenging Air Pumps, No. ONE EACH ENGINE. Diameter TWO CYL. TANDEM 9207 Stroke 9807 Driven by MAIN ENGINES.  
Auxiliary Engines crank shafts, diameter as per Rule Position

**RECEIVERS:**—Is each receiver, which can be isolated, fitted with a safety valve as per Rule  
Are the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver  
High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness  
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual

Starting Air Receivers, No. Total cubic capacity Internal diameter thickness  
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual



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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 9-12-30, 17.3.32. (If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

TO BE PLACED ON BOARD AT TRIESTE.

The foregoing is a correct description,

FIAT STABILIMENTO GRANDI MOTORI S.p.A. ING. GIOVANNI CHIESA

Ing. Chiesa

Manufacturer.

Dates of Survey while building: During progress of work in shops... During erection on board vessel... Total No. of visits 65 (SIXTY FIVE).

Dates of Examination of principal parts: Cylinders, Covers, Pistons, Rods, Crank shaft, Flywheel shaft, Thrust shaft, Intermediate shafts, Tube shaft, Screw shaft, Propeller, Stern tube, Engine seatings, Engines holding down bolts.

Completion of fitting sea connections, Completion of pumping arrangements, Engines tried under working conditions. Crank shaft, Material STEEL, Identification Mark 4034 MK, 13.2.31. Flywheel shaft, Material STEEL, Identification Mark 14538 KH. Thrust shaft, Material, Identification Mark 9390 MB, 18.5.31. Intermediate shafts, Material, Identification Marks. Tube shaft, Material, Identification Mark. Screw shaft, Material, Identification Mark.

Is the flash point of the oil to be used over 150° F. Yes. Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with. Is the vessel (not being an oil tanker) fitted for carrying oil as cargo. If so, have the requirements of the Rules been complied with. If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with. Is this machinery duplicate of a previous case No. If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c.)

THE MACHINERY OF THIS VESSEL HAS BEEN CONSTRUCTED UNDER SPECIAL SURVEY OF TESTED MATERIALS AND IS IN ACCORDANCE WITH THE SECRETARY'S LETTERS, APPROVED PLANS AND RULE REQUIREMENTS.

THE MATERIALS AND WORKMANSHIP ARE GOOD AND THE ENGINES WHEN TRIED UNDER LOAD ON TEST BED WERE FOUND TO WORK SATISFACTORILY

THE MACHINERY HAS NOW BEEN FORWARDED TO TRIESTE WHERE IT WILL BE FITTED ON BOARD THE M.V. "R. L. HAGUE" AND WHEN THIS HAS BEEN CARRIED OUT TO THE SATISFACTION OF THE SOCIETY'S SURVEYORS AT THAT PORT THE MACHINERY WILL BE ELIGIBLE, IN OUR OPINION, BE CLASSED IN THE SOCIETY'S REGISTER BOOK AND TO HAVE THE NOTATION "OIL ENGINES" + L (WITH DATE).

GENERAL OFFICE.

Vertical text on the left margin: Certificate (if required) to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 6.0.0 ... 4/5 Special ... £ 555.00 ... Donkey Boiler Fee ... £ 25.0.0 ... Travelling Expenses (if any) ... £ 1650.00

When applied for, 6.5.32

When received, 6.7.32

TUE 19 JUL 1932

Signature of G. Ballaridie, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

Signature of the assigned person.



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